

in the matter of RM-10412, I totally agree with the petitioner that Amateur Radio equipment accepted for operation in the United States should arrive in the hands of the final user fully documented and readily field repairable. I am an Extra Class Amateur, a licensed communications professional and I serve the State of New York as a qualified Car Inspector for the New York City Transit Authority. I know what it is to try to make a 'black box' go in an emergency...we all should have learned a lesson from September 17th, 2001. At the World Trade Center disaster, amateur radio was the first to be able to provide reliable emergency communications. The New York City Transit Authority was the first on the scene providing rapid evacuation for tens of thousands. What would have happened when some undescript 'surface mount device' failed and everything surviving the crash came to a stop is anyones guess. Having a manufacturers documents providing basic schematics, a 'troubleshooting' list and a chassis that can see basic repairs MUST be required by law. Peter K. Murricane, WB2SGT, Car Inspector, NYCTA, Car Equipment Department